



City of Villages – Parking Strategies

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City of Villages Strategy

- A hierarchy of walkable, mixed use districts connected by transit
- Provide public spaces and facilities
- Provide a diversity of housing
- Preserve open space



Parking, Walkability, and Density

Parking challenges:

- A large consumer of land
- Influences mode of travel
- Affects design
- Can distort project economics and residual land value



Mobility Strategies: Walkability

- General Plan addresses:
 - Safety and accessibility
 - Street Connectivity
 - Overall walkability
 - Mixed use
- People will park once, and walk further, in a walkable environment
- Less need to drive with local destinations



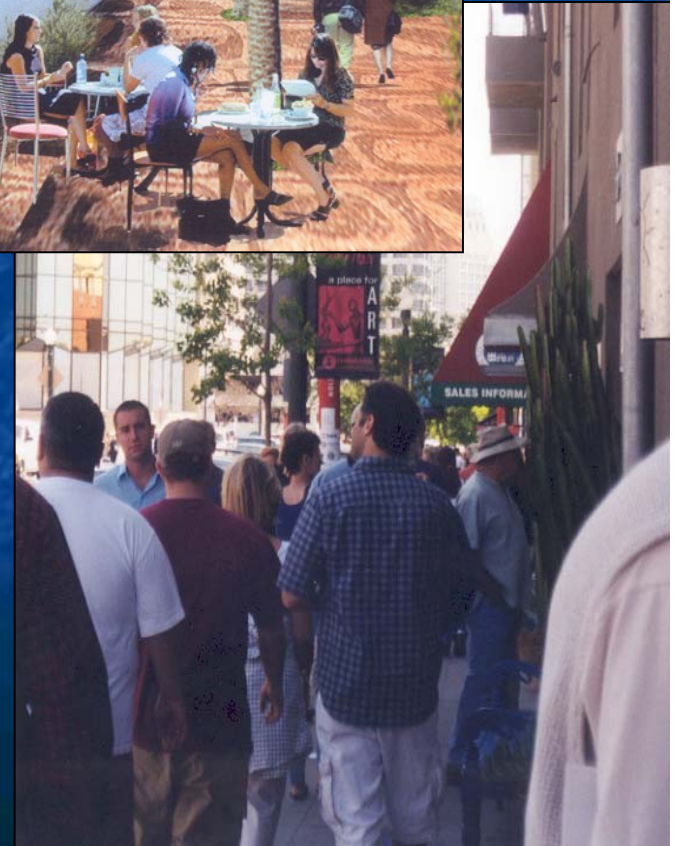
Mobility Strategies: Transit

- Increase transit ridership and mode share
- Improve transit service accessibility, frequency, connectivity, and service
- Transit-land use coordination and transit-oriented development
- Transit priority treatments and right-of-way



To achieve villages that are:

- Mixed-use
- Walkable
- Transit-friendly
- Affordable
- Approved



Parking needs to be:

- Supplied
 - Part of the neighborhood infrastructure
 - Regulated by innovative codes
- Managed
 - Supply and demand solutions
 - Tailored approach by location
- Designed
 - Use land efficiently
 - Reduce impacts to streetscape



Parking Supply

- Parking as part of the community infrastructure
 - Master plans to inventory supply and needs
 - Shared and public parking structures
- Innovative regulations
 - Adjustments for transit, affordable housing, mixed use
 - Shared use provisions
 - Bicycle parking



Reduce parking requirements.

"Cities exist not for the passage of cars, but for the care and culture of human beings."

– Lewis Mumford



**Triple-stack car-lift at
the Berkeleyan, Berkeley,
CA**



**Electric car & City Care
Share's Honda Civic at
the Gaia Building in
Berkeley, CA**

Parking Management

- Manage spaces in the public right-of-way
 - Parking management districts
 - On-street parking turnover
- Reduce demand
 - Improve transit services
 - Improve walking and bicycling infrastructure
 - Car sharing
 - TDM strategies

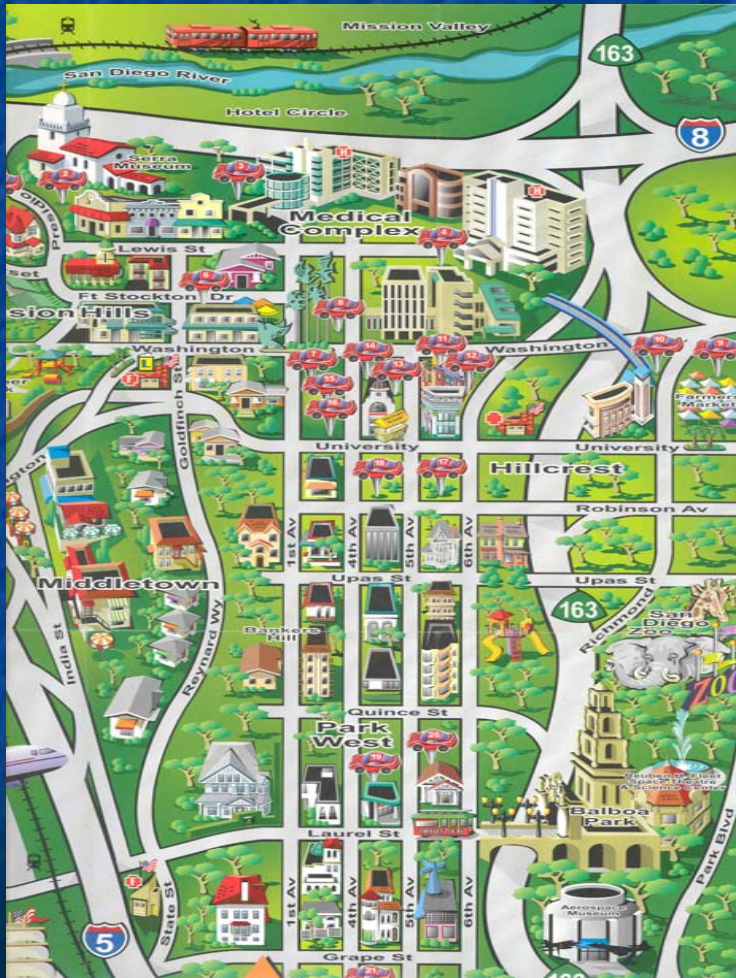


Pedestrian-Oriented Design

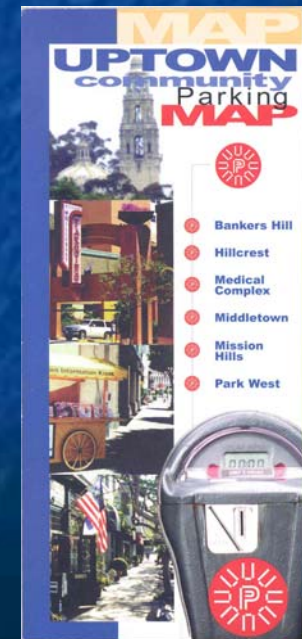
- Street facing entrances
- Rear, side, or structured parking
- Ground floor activity
- Crime prevention measures
- Public art



Community Parking Districts



- Community-specific parking studies
- Parking location maps
- Signage and wayfinding
- Funds mobility projects in district
- Funds community parking facilities

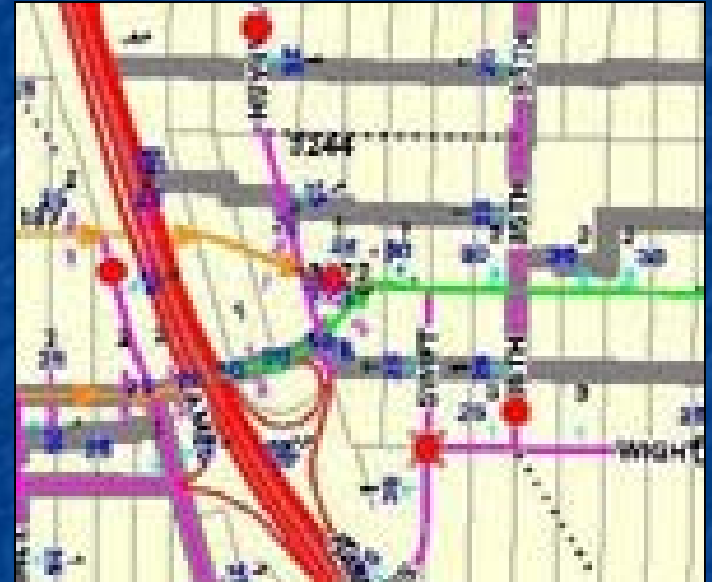


Community Parking Districts

- Allows communities to implement parking management solutions for specific needs.
- CPDs with parking meters receive about 45 percent of the meter revenue generated within their district.
- CPDs can capture a portion of other new parking revenues based on Council approval.
- City has CPDs in: Centre City, Uptown, Mid-City, La Jolla, Pacific Beach, and Old Town.

Discretionary Project Review

- Multi-modal LOS standards and impact thresholds
- Traffic impact study guidelines and parking needs -- consideration of alternative modes



Land Development Code

- Commercial and residential zones
 - Affordable housing reductions
 - Transit area reductions
 - Mixed use reductions
 - Bicycle parking
- Citywide parking regulations
 - Shared parking
 - TDM reductions
 - Tandem parking



Parking – How much is enough?

- Residential and job sites
 - Depends on commuting patterns and mode options
 - Needs relatively regular
- Commercial retail and attractions
 - Depends on peak-hour “Design day” demand –
 - Varies by type
- Mixed-use
 - Shared parking opportunities

Parking – How much is enough?

- For public –
 - Maximum to mitigate impacts
- For developer/investors
 - Minimum to satisfy demand and regulations
- For lenders
 - Maximum to reduce market risk

City of San Diego's Multifamily Residential Parking Requirements

- 1.5 spaces for 1 bedroom units
- 2.0 spaces for 2 bedroom units
- 2.25 spaces for 3+ bedrooms
- .25 space reduction for Transit Area Overlay Zone (TAOZ)

City of San Diego's Commercial Parking Requirements

- 2.5 spaces per 1,000 square feet of gross floor area except in CN-3 and CV-3 zones
 - 2.1 spaces per 1,000 s.f. in the TAOZ
- 1.25 spaces per 1,000 s.f. in CN-3 and CV-3

Transit-Area Overlay Zone (TAOZ)

- What is it?
 - Reduces parking rates in well-served transit areas
 - Linked to transit service map
 - Local and national studies have confirmed that fewer spaces are needed in high transit and pedestrian areas
- Key benefits:
 - Helps fulfill transportation, land use, and environmental goals
 - Results in improved, more pedestrian-friendly design
 - Reduces construction costs
- Will be reviewed after Mobility Element is adopted

Residential Tandem Parking Overlay Zone (RTPOZ)

What is it?

- Park one car behind another
- 8' x 35' space unless obstructed on the side
- Key benefits:
 - Helps implement transit, land use, housing, and environmental goals.
 - Provides required parking using less space.
 - Allows a more pedestrian-friendly design, at a lower cost.

Townhouses with Tandem Parking

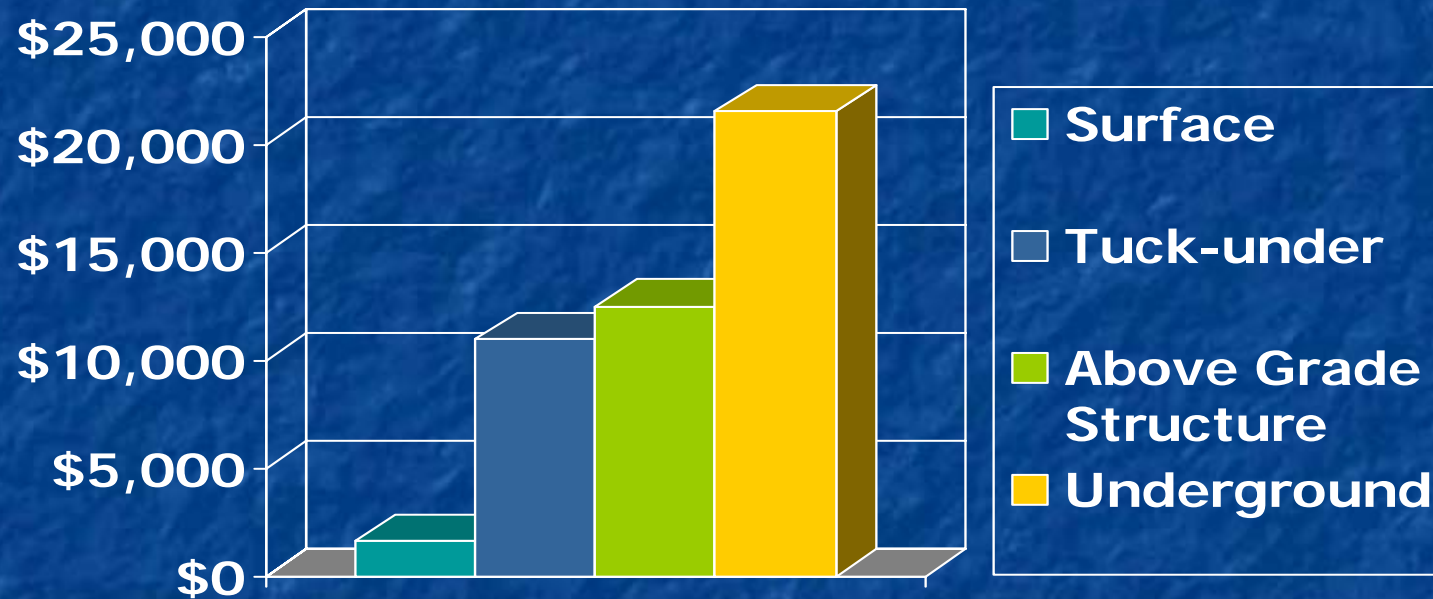


What Isn't Tandem Parking?

- Cars parked in a driveway behind another car, close to or blocking the sidewalk.
- These are not valid spaces.
- Wide curb cuts shown are no longer allowed.

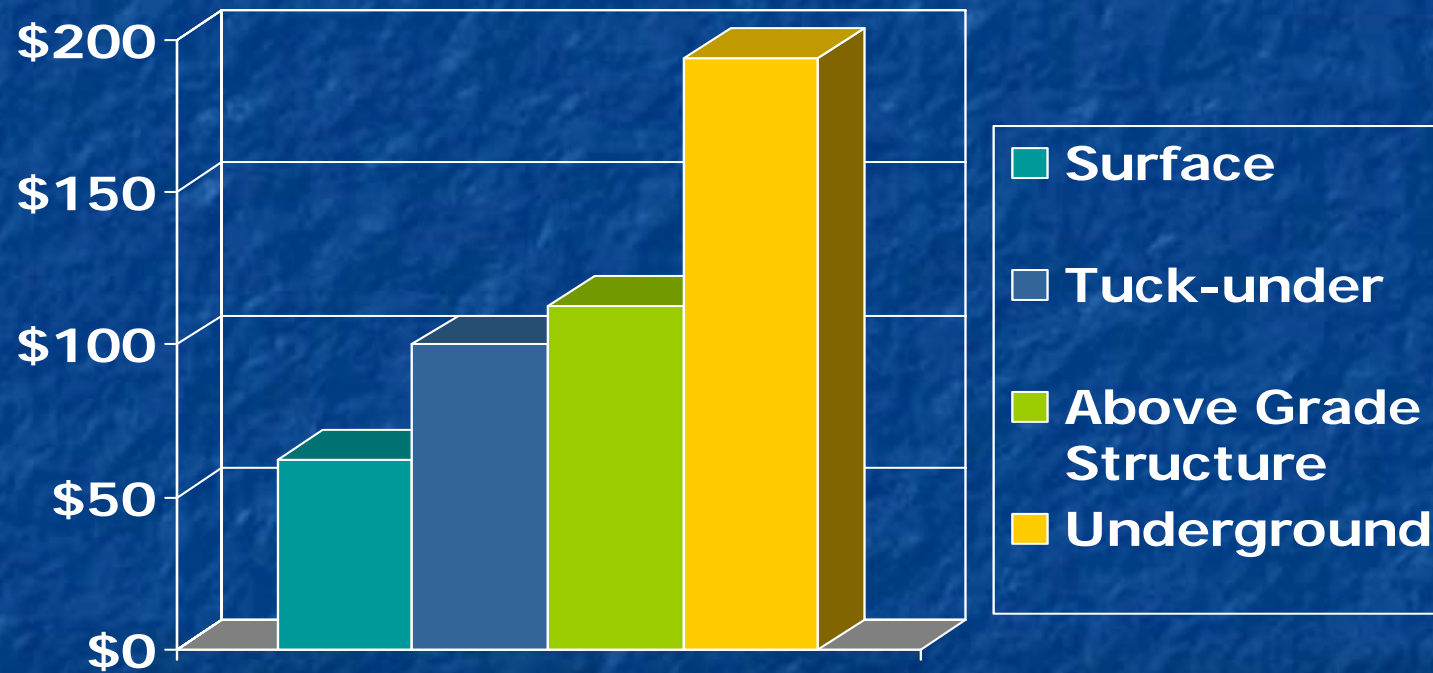


Parking costs per space by type

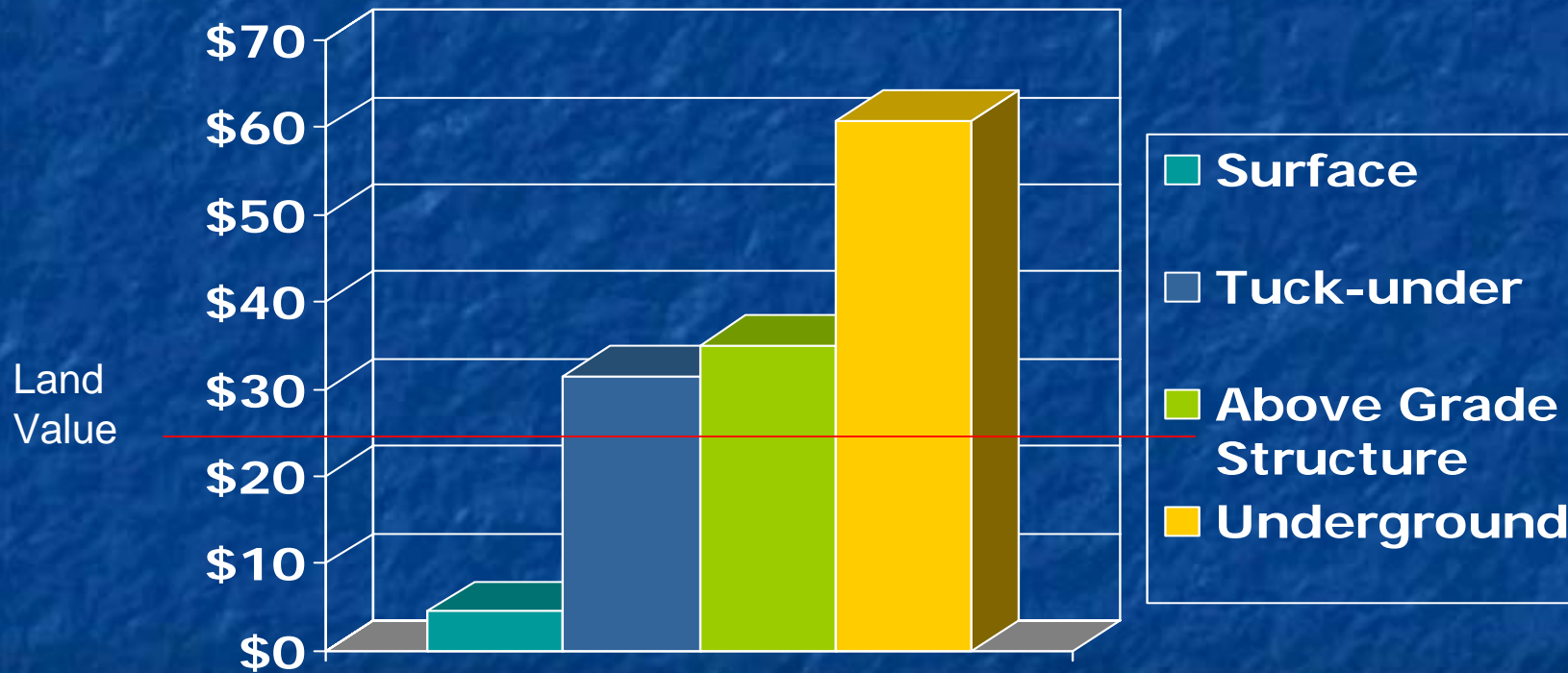


Source: Marshall & Swift/City of
San Diego Redevelopment
Agency

Impact on Monthly Mortgage



Parking costs per sq. ft. by type – when density makes economic sense



Source: Marshall & Swift

Residual value vs. market value



MEASURING SUCCESS

R-B CORRIDOR 1970



22,000 jobs

5.5 million sf office

7,000 housing units

R-B CORRIDOR TODAY



94,000 jobs

23.5 million sf office

24,500 housing units

Arlington's capacity incentive

- Site Plan allows higher capacity & height than does zoning
 - By-right = 1.5 and 45 ft
 - Site plan = 3.8 – 10 FAR and 100 - 300 ft
 - Parking – 2/1,000 s.f. vs 4/1,000 s.f.
- Value created 3 ways
 - 1.5 FAR vs 3.8 to 10 FAR creates economic value
 - Reduced parking saves \$27,000 A SPACE
 - Increased height creates premium view space

Arlington County – capacity as an incentive

- Used incentive zoning extensively to create TOD
- Land use plan for metro corridors
 - Indicates willingness to rezone for higher density
 - But land remains zoned for fairly low density
- County rezones for higher density use as shown on land use plan in response to development proposal
- Special exception
 - Site plan used to approve development

Arlington modes to work

- 39% who live in corridor take transit to work
- 10% walk to work
- Those who live in corridor own 1.13 vehicles/household versus 1.53 in rest of county